Appendices

Appendix A – Trail Standards and Specifications

Flathead County should develop a set of trails standards and specifications to guide all future trail construction and maintenance projects. Following are some examples from other communities in Montana that can serve as a starting point.

City of Bozeman

Bozeman's 2007 Parks, Recreation, Open Space and Trails Plan characterizes the city's trail system in five classes:

Class IA - These trails are heavily used with full access, and are designed for recreational and commuter use along major transportation corridors. These trails are designed to permit two-way traffic using an impervious surface material such as asphalt or concrete. These trails are 12 feet wide with full ADA accessibility.

Class IB - These trails are the same as Class IA trails with the exception of being 10 feet wide. These trails are typically used in interior subdivision settings where Class I trails are appropriate, but a full 12 feet width is not necessary.

Class IIA - These trails receive heavy to moderate use with a very high degree of ADA accessibility. They are intended for multiple non-motorized, recreational and commuter use. Class II trails are constructed of natural fines and are 6 feet in width.

Class IIB - These trails receive moderate use and provide moderate ADA accessibility depending on grades and/or obstacles. Construction standard is the same as Class IIA.

Class III - These trails receive moderate to low use and are typically 3 feet in width. They are either natural trails developed by use, or constructed with natural fines. ADA accessibility is extremely limited.

Class IVA - These trails are generally mowed corridors used for ski trails in winter, or occasional special activities such as cross-country running meets, and are 16 feet in width. Class IVB. These trails are the same as Class IVA trails with the exception that they are 10 feet in width.

Class V - These trails are used for equestrian traffic, and when constructed parallel to pedestrian trails are built with a sufficient buffer and physical barrier between them to prevent horse/pedestrian conflicts.

Gallatin County and the community of Big Sky

The following information was assembled from the Gallatin County Trails Report and Plan and the Big Sky Master Plan for Trails and Parks.

Trail Use Classification and Characteristics - (Note: These two plans use the term "trails" in a more traditional sense; shared roadway facilities such as shoulder bikeways and bike lanes are not

included.) Trails are classified as to the intensity and type of use. As changes dictate, a trail may be upgraded in classification to meet new user demands.

Class I - Heavily used, generally full access, multiple non-motorized use, main corridor trails designed for recreational and commuter use. Designed to permit two-way traffic using a wide surfaced tread, or parallel treads; one surfaced and the other unsurfaced. ADA degree of access: easier.

Class II - Moderate use, multiple non-motorized use, local and connector trails designed for commuter and recreational use. Class II trails are not specifically designed for full access and may or may not be surfaced. ADA degree of access: moderate.

Class III - Low use, long distance connector trails designed primarily for recreational use by hikers and all-terrain bicycles. Trails limited to pedestrian traffic in sensitive locations, such as wetland nature education areas. Trails are designed to minimum standards striving for low maintenance and minimal disturbance to the natural setting. ADA degree of access: difficult to most difficult.

Trail Design Standards

Class I Trails

Single surfaced tread with a minimum width of eight feet. Parallel treads (surfaced and unsurfaced will have minimum widths of eight feet and four feet, respectively. Tread width may be reduced to 36 inches for a maximum distance of 10 feet to pass or preserve significant features such as rock formations, important vegetation, etc.
Tread surface will be asphalt, concrete, pavers set on concrete, wood decking, natural fines, or a well maintained compacted crushed gravel mixture meeting the aggregate specification in this appendix. The tread material including any base course will have a total minimum thickness of six inches. Wood deck planks must be run perpendicular to the direction of travel and joints must not exceed 36 inch. Planks must be securely fastened so they do not warp.
The minimum cleared zone will be tread width plus 2 feet to either side of the tread and 10 feet vertical.
Maximum sustained running grade is 5%. A 10% maximum grade is allowed for a maximum distance of 30 feet.
Tread will be raised above adjacent surfaces and have a 1 to 2 inch crown. Where this requirement is not possible, the tread will have a 1 to 20 cross slope and/or side ditches outside the cleared zone.
Stream crossings will be over culverts or bridges. Only dips or slot-entrance drainpipe will be used for crosstread water stops.
Wood chips are not an acceptable tread material for Class I trails.
Geo-textile material as specified in this appendix will be placed beneath the tread material in poorly drained, boggy or marshy areas, or wet meadows and on any of the following soil types; clays, clayey loams, silts, silty loams, or loess.
Adequate visibility for safety.
The minimum acceptable trail easement width is 25 feet.
Trail entrances will be signed describing the degree of ADA access.
All above items may be modified to meet current ADA specifications.

Class II Trails

Single surfaced or unsurfaced tread, five foot minimum width. Tread width may be reduced to 32 inches for a maximum distance of 30 feet to pass or preserve significant features such as rock formations, important vegetation, etc.
A gravel or particulate tread surface will be a minimum of six inches thick. Native soil tread is acceptable only where the soil will allow all-weather use with minimal environmental impact. Class II trails or portions of trails designed for ADA access will be surfaced with a minimum of wood decking as described under Class I, natural fines, or with a well maintained compacted crushed gravel meeting the aggregate specifications in this appendix.
The minimum cleared zone will be tread width plus one foot to either side of the tread, and ten feet vertical.
Grades will be 15% or less. Class II trails or portions of trails designed for ADA access will have a maximum sustained running grade of 8% and a 14% maximum grade is allowed for a maximum distance 50 feet.
Tread will be raised above the adjacent surfaces and have a 4 inch crown. Where this requirement is not possible the tread will have a 1 to 20 cross slope and/or side ditches outside the cleared zone.
Stream crossings will be over culverts or bridges. Only dips, slot-entrance drain pipe, or rubber belting will be used for cross-tread water stops.
Wood chips are not an acceptable tread material for Class II trails.
Geo-textile material as specified in this appendix will be placed beneath any gravel or particulate tread material in poorly drained, boggy or marshy areas, or wet meadows and on any of the following soil types; clays, clayey loams, silts, silty loams, or loess.
Adequate visibility for safety.
The minimum acceptable trail easement width is 25 feet.
Trail entrances will be signed describing the degree of ADA access.
All above items may be modified to meet current ADA specifications.

Class III Trails

Single tread of a minimum 18 inch width. Class III trails or portions of trail designed for ADA access will be a minimum width of 28 inches.
No surfacing is required except in erosion prone poorly drained, boggy or marshy areas, or wet meadows.
Minimum cleared zone is tread width horizontally and seven feet vertically.
Maximum of 20% grades unless restricted by erosive soils, etc. Class III trails or portions of trails designed for ADA access will have a maximum sustained running grade of 12% and a 20% maximum grade is allowed for a maximum distance of 50’.
Utilize grade dips, cross sloping, and water bars to minimize erosion.
Blending the trail into the setting is emphasized in trail routing.
The minimum acceptable trail easement width is 25 feet.
Wood chip tread materials are acceptable when traffic is limited to pedestrian traffic in sensitive locations such as in wetland nature education areas.
All above items may be modified to meet current ADA specifications.

Summary Table of Trail Design Standards

Item	Class I	Class II	Class III
Level of access:	Easy	Moderate	Difficult
Tread width (minimum):	8 feet	5 feet	18 inches (ADA regulation=32 inches)
Clear width (minimum, to each side of tread):	2 feet	1 foot	1 foot
Clear height (minimum):	10 feet	10 feet	7 feet
Sustained running grade (maximum):	5%	8%	12%
Maximum grade allowed:	10%	14%	20%
For a maximum distance of:	30 feet	50 feet	50 feet
Cross slope (maximum):	3%	5%	8%
Passing space interval (maximum):	200 feet (NR)	300 feet (NR)	400 feet
Suggested rest area interval (maximum):	400 feet	900 feet	1200 feet
Trail easement width (minimum):	25 feet	25 feet	25 feet

NR = Not Required by ADA specifications

Note 1: Tread width may be reduced to evade or preserve significant trail features such as rock formations, important vegetation, or the like. However, on ADA designated trails or portions, this reduction cannot be less than 32 inches and may not extend beyond 20 feet.

Note 2: No more than 20% of the total trail length shall exceed the sustained running grade.

Note 3: When measuring for ADA specifications, the calculation of maximum grade and cross slope should be established over a 24 inch interval to correspond with the rotation of a wheelchair in that environment.

Note 4: The above items may be modified to meet current ADA specifications.

Acceptable Surface Material - The following table lists suitable surfacing materials for each trail class. However, the purpose, use, environment, and existing tread surface of a trail must also be taken into account when choosing the best material.

Material	Class I	Class II	Class III
Native:		√	√
Pit-run fines:	√	√	√
Gravel mixture:	√	√	√
Asphalt:	√		
Concrete:	√		
Wood decking:	√	√	
Base course and thickness (minimum):	6 inches	6 inches	

Note 1: Geo-textile material will be placed beneath the surface matter in areas that are poorly drained, marshy, and generally wet. Soil types with loose silt, shale, clay, or similar unstable textures will also require this material for stabilization.

Note 2: When wood decking is used, the planks must be run perpendicular to the direction of travel and joints must not exceed 36 inches. The planks must also be securely fastened so they do not warp or shift.

Note 3: Surfacing materials shall be free of vegetable matter, balls of clay, frozen lumps, or other unsuitable substances.

Note 4: No combination of shale, clay, coal, or soft particles shall exceed 3.5% by weight.

Note 5: The material shall be evenly graded.

Note 6: The material shall contain enough binder fines for good compaction.

Note 7: All material shall be certified by the sponsoring company as acceptable for the proposed use under these requirements.

Trail Maintenance Standards - The intent of these maintenance standards is to maintain the trails to their design standards, for public safety, and for meeting ADA access requirements. (Note: These maintenance standards are ambitious. Some communities have found the prescribed frequency of maintenance activities excessive.)

Class I Trails

The clear 2 foot minimum clear zone on either side of the tread will be mowed a minimum of 3 times per year. Nominally, mowing will be done once per month in June, July or August, and in September. Late fall mowing may be needed for trails being used for skiing. Mowing times should be chosen to maximize weed control.

Gravel tread surfaces will be reconditioned a minimum of twice annually to reincorporate loose surface gravel, to uproot vegetation growing in the tread as an alternative to chemical control, to reshape the tread surface for drainage, and to re-grade and re-compact the tread surface for ADA access and public safety.

Noxious weed control in the trail corridors will be by hand pulling, cutting, burning or biological control. Chemical control will be used only as the last resort.

Class I trails will be inspected at least quarterly to insure timely maintenance of the tread surface, erosion controls, signage, fencing, drainage, and of any structural features such as benches, bridges, etc. Inspections should be made at critical times of the seasons, such as during thaws, chinooks, or heavy runoff periods.

Class II Trails

The clear 1 foot minimum clear zone on either side of the tread will be mowed a minimum of 3 times per year. Nominally, mowing will be done once per month in June, July or August, and in September. Late fall mowing may be needed for trails being used for skiing. Mowing times should be chosen to maximize weed control.

Gravel tread surfaces will be reconditioned a minimum of biannually to reincorporate loose surface gravel, to uproot vegetation growing in the tread as an alternative to chemical control, to reshape the tread surface for drainage, and to re-grade and re-compact the tread surface for public safety and ADA access.

Noxious weed control in the trail corridors will be by hand pulling, cutting, burning, or biological control. Chemical control will be used only as -the last resort.

Class II trails will be inspected at least quarterly to insure timely maintenance of the tread surface, erosion controls, signage, fencing, drainage, and of any structural features such as benches, bridges, etc. Inspections should be made at critical times of the seasons, such as during thaws, chinooks, or heavy runoff periods.

Class III Trails

Vegetation growing in the tread or overhanging the edge of the tread will be cut or mowed twice per year at times determined to be the most beneficial for safe passage of the public.

Tread that has been surfaced with particulate materials (i.e. gravel, crushed brick, wood chips) will be reconditioned by replenishing the surface material and by raking as needed.

Erosion controls will be maintained in an effective condition.

Class III trails will be inspected at least twice annually to insure timely maintenance especially of the erosion controls. Inspections should be made at critical times, such as during the spring thaw or heavy runoff periods.

Trail Construction Material Specifications

Aggregates for Class I Trails will meet the following requirements:
Aggregate surfacing materials shall be free from injurious quantities of vegetable matter, balls of clay, frozen lumps, or other extraneous matter.
No combination of shale, clay, coal, or soft particles shall exceed 3.5% by weight.
The material shall be evenly graded.
The material shall contain enough binder fines for good compaction.
The liquid limit for that portion of the fine aggregate passing the No. 40 sieve shall not exceed 25 and the plasticity index shall be between 5 and 10.
A tolerance of 5%, by weight, up to the next above specified gradation (for example: 1/2 inch for 3/8 inch max) will be allowed.
Upon approval of the Engineer, small quantities of gravel which contain oversize material may be placed on the trail surface. The gravel so placed shall then be mechanically worked (raked) to remove the oversize rock which shall be gathered and removed from the project or used for erosion control.
All material shall be furnished with a written certification from an approved testing laboratory stating that the material proposed for use meets or exceeds the requirements of these specifications.
The material will meet the following gradations

Percentage by Weight Passing Square Mesh Sieves

Passing	Crushed top surfacing	Crushed base course	Pit run gravel base course
3 inch sieve			
2 inch sieve			100%
1 inch sieve		100 %	
1/2 inch sieve			
3/8 inch sieve	100 %		
No. 4 sieve	50-80 %	25-60%	
No. 10 sieve	35-70%		
No. 200 sieve	8-15 %	6-12%	10-15%

Asphalt for Class I Trails: (to be completed as needed)
Concrete for Class I Trails: (to be completed as needed)
Acceptable aggregate or particulate surfacing materials for Class II and Class III Trails are:
Preferred - "Natural fines", "3/8 inch minus with binder fines".
Acceptable - Well graded road mix with a maximum particle size of ½ inch and a maximum 15% by weight of fines passing the No. 200 sieve.
Railroad cinders.
Crushed brick with a maximum particle size of 1/4 inch.

Old existing gravel roads and railway beds with greater than 3/4 inch oversize removed from the surface.
Special - Wood chips are acceptable for only Class III trails limited to pedestrian traffic in sensitive locations, such as in wetland nature education areas.
Geo-textiles for all Classes of Trails:
The preferred geo-textile is a continuous filament non-woven needle-punched engineering geo-fabric.
An acceptable geo-textile is a woven engineering geo-fabric.
Minimum geo-textile requirements:

Property	Non-woven	Woven
Mass per unit area (ASTM D-3776)	4 oz/sqyd	N/A
Thickness (ASTM D-1777)	60 mils	N/A
Flow Rate (ASTM D-449)	100 gpm/sqft	40 gpm/sqft
Puncture Resistance (ASTM D-3787)	50 lbs	70 lbs
Trapezoid Tear Strength (ASTM D-4533)	40 lbs	45 lbs
Grab Tensile Elongation (ASTM D-4632)	100 lbs@60%	140 lbs@15%

Specifications for Pedestrian Bridges (ADA compliant)

Minimum width shall be 36 inches for bridges 20 feet or less in length and 72 inches if length exceeds 20 feet (to allow for wheelchair turnaround and passing).
If height of bridge is more than 30 inches (from bridge deck to bottom of watercourse), a protective rail is required.
Rails are to be 42 inches high, with at least one midrail at 34 inches, to be used as a handrail.
Rails must have a protective barrier, with spacing being no more than 4 inches at any point.
If bridge does not require a rail, it must have a 4 inch high curb on both sides along entire length of bridge.
All bridges to be installed on public lands must be certified by a licensed civil or structural engineer.
Deck should be constructed of durable, weather-resilient, slip-resistant material.
Deck of bridge shall not exceed a 12 to 1 slope along any part of its length.
The deck surface between the ends of the bridge shall not vary from a flat plane by more than a ½ inch.
Cross slope of the deck shall not exceed 3%.
The vertical approach at either end of a bridge shall not exceed 1 inch.

Specifications for Class II trails (Construction handout)

Trail width shall be a minimum of 60 inches (5 feet)
Trail bed must be excavated 4 to 6 inches deep, prior to installation of tread mix
Geo-textile weed mat is optional, depending onto what the tread mix is applied (see #7, Class I and II Trail Design Standards above)
Tread mix shall be 3/8th inch minus gravel (natural fines) with 15% clay binder
If mix does not contain enough clay binder, additional clay must be mixed in
Tread mix must be rolled and compacted after installation, maintaining 4 inch crown (If moisture content is not adequate for compaction, water should be added prior to rolling and compacting)
All damage to surrounding features and/or vegetation shall be reclaimed immediately
Encroaching weeds, due to trail construction, shall be treated and controlled for a minimum of 2 years after trail section is completed.

Appendix B – Pathway and Bike Lane Diagrams

From American Association of State Highway and Transportation Officials (AASHTO), Guide for the Development of Bicycle Facilities, 1999

Typical Pathway Cross Section

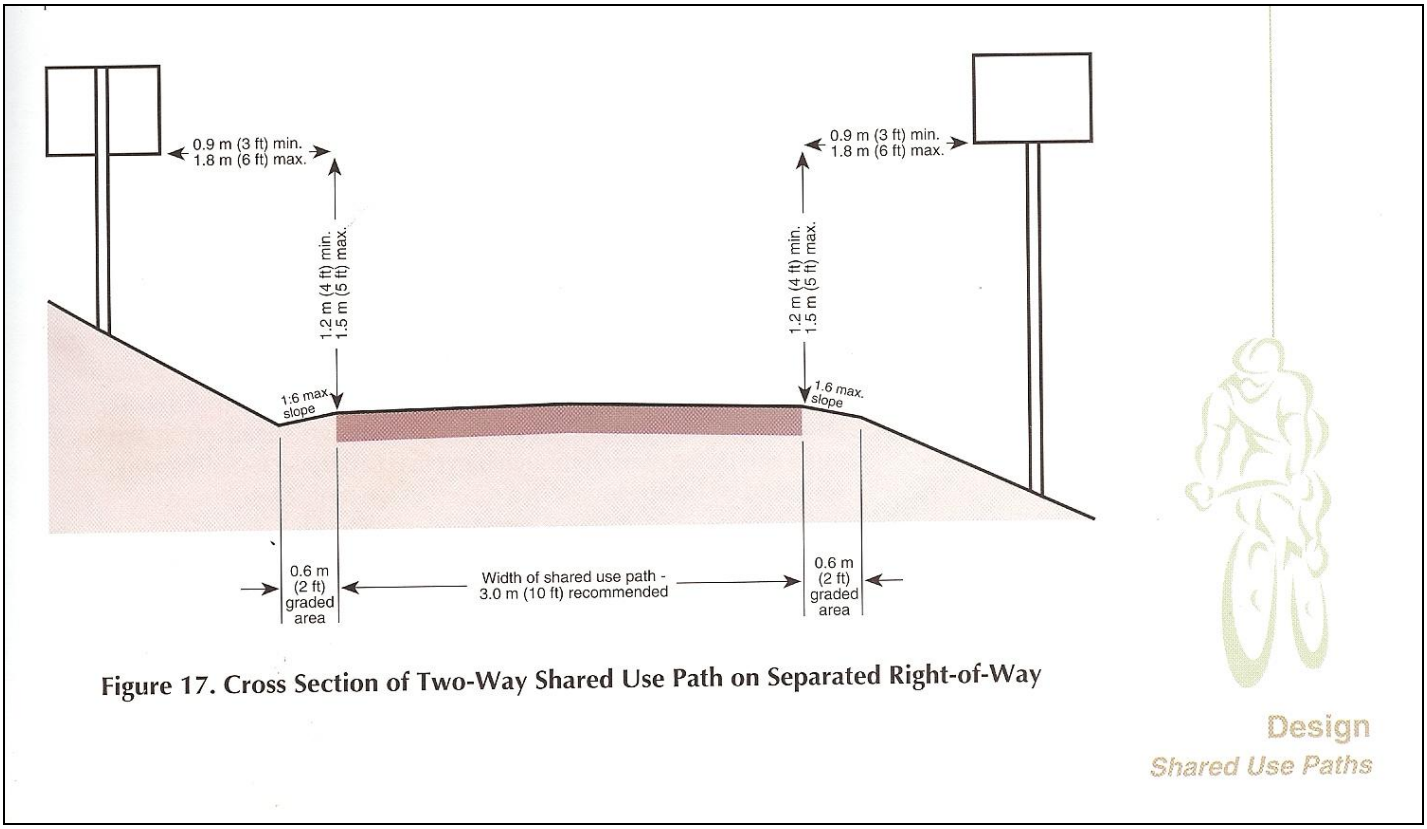
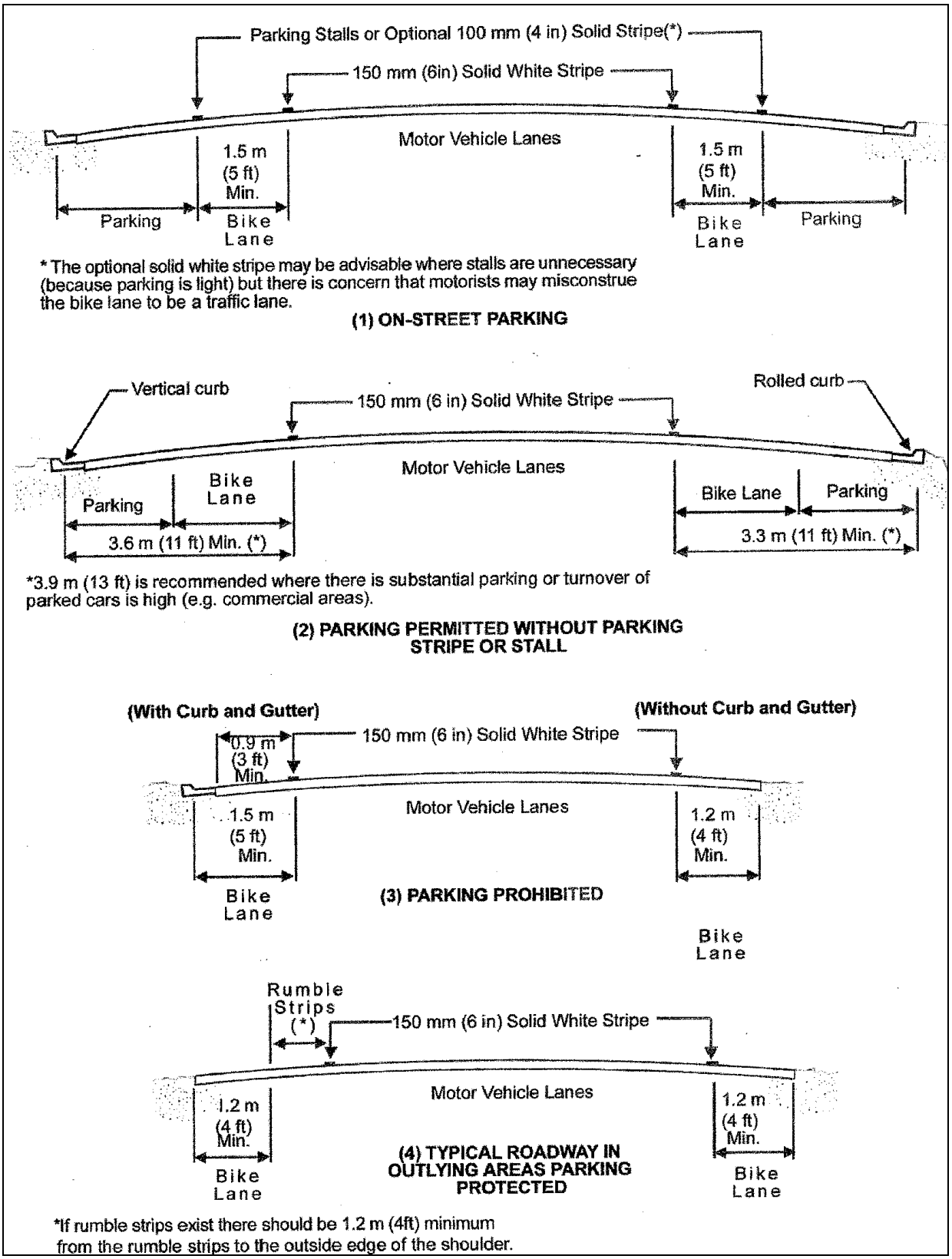
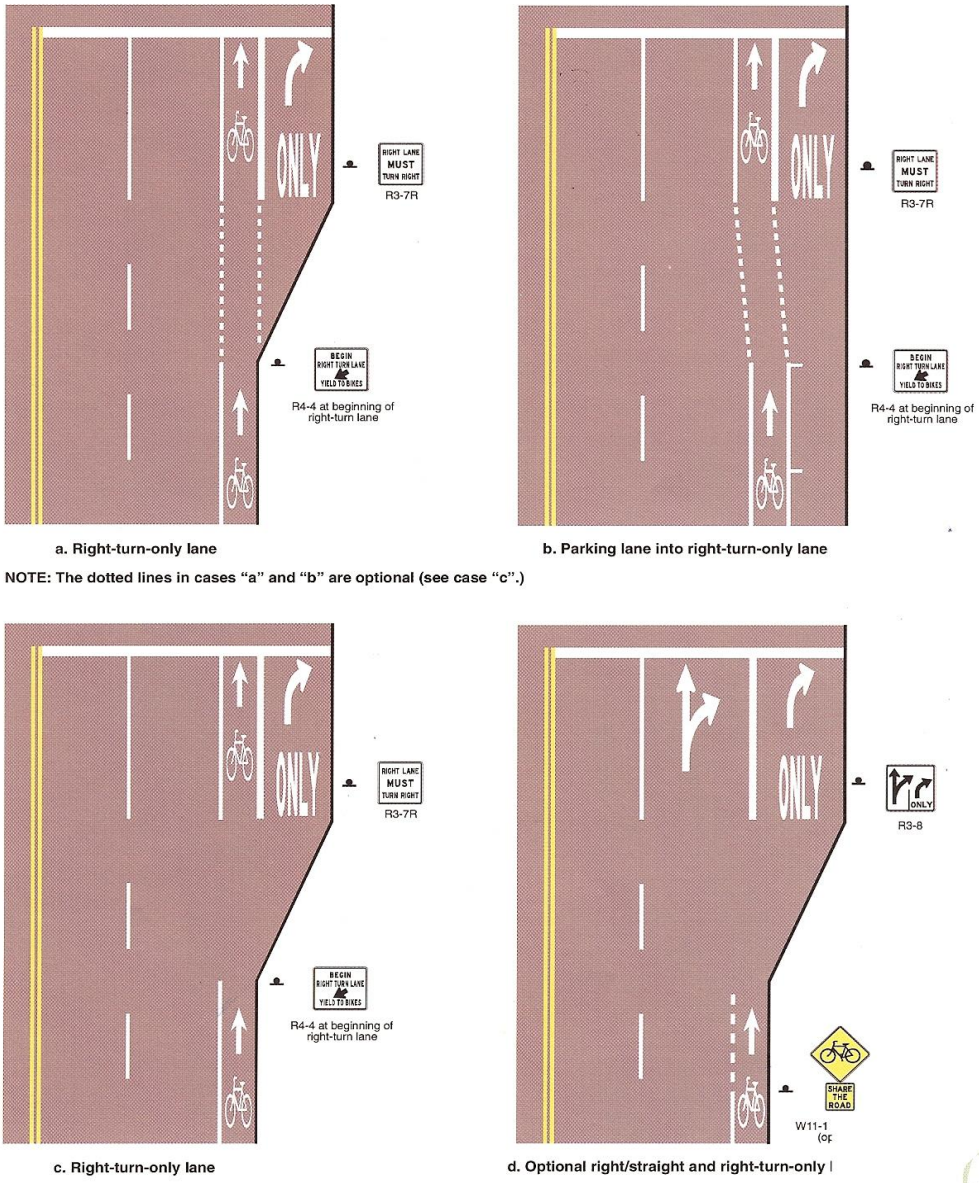


Figure 17. Cross Section of Two-Way Shared Use Path on Separated Right-of-Way

Typical Bike Lane Cross Sections



Shared Roadways and Bike Lanes



NOTE: The dotted lines in cases "a" and "b" are optional (see case "c".)

Figure 11. Bike Lanes Approaching Right-Turn-Only Lanes

Appendix C - Trail Evaluation Form

This Trail Evaluation form is intended to provide objective consistency to the evaluation and prioritization of trail project proposals through consideration of potential limiting constraints and a standard list of relevant criteria. This form should be shared with trail proponents so their proposals can fully address relevant evaluation factors.

Section 1- Administrative/Implementation Constraints

Administrative/planning activities precede design and construction of a project. This section is used to help understand a project proposal's 'real world' issues, opportunities and limiting constraints which have bearing on the ability of a project proposal to be efficiently administered and realistically implemented.

Instructions:
Evaluation of the following considerations is intended to be performed by the Parks Board or its assignee(s). In order to ensure efficient productivity and maximization of resources, each consideration outlined in this section shall be affirmatively met for any proposed trail project prior to further expenditure of resources. An attached narrative should thoroughly address each consideration, accompanied by supporting documentation/evidence. A written conclusion shall identify whether or not the project proposal merits ranking and prioritization for programming and implementation via Section 2 of this form.

- Describe community benefit and any expressed local support and/or opposition to the proposed project.

- Is the funding source identified? Has funding, matching funds, and/or in-kind donations (land, labor, equipment) been pledged and secured?

- Can the project be implemented in existing public easement(s)/right-of-way? If not, can necessary easements/right-of-way be acquired at a reasonable cost from willing owners? Are any owners unwilling to participate and cooperate with the project?

- Has a commitment been made for an adequate maintenance mechanism?

- Does the proposal represent a judicious use of limited financial resources?

- Describe any anticipated construction challenges. Do the benefits justify the anticipated expense?

- May impacts on natural resources or landscape features be reasonably mitigated?

- Does the proposal secure valuable public access in imminent danger of being lost?

Section 2- Trail Function

This section is used to comparatively rank the value of specific trail project proposals to the goals, policies, and objectives of the Flathead County Trails Plan. When the county is considering 'the next' trails project to program or a prioritized list of projects, priority should be based on the greatest 'Total Score' of this 'Trail Functions' section in conjunction with conclusions from Section 1.

Instructions:

The nine criteria are weighted to reflect their relative importance of a project proposal to the Trails Plan. Each reviewer should 1) assign a 'Value' (0-~~2~~4) to each criteria, 2) determine the 'Score' for each criteria by multiplying the 'Weight' by the 'Value', and 3) add all criteria scores to determine 'Reviewer Total Score'. Average the 'Reviewer Total Scores' to yield the proposal's 'Trail Function Total Score'.

Trail Function Criteria	Weight 1 - 3	Value 0 --1--2-3-4 None-Low-High	Score
Provides needed safety improvement	3		
Provides safe pedestrian and bicycle access to schools	3		
Provides safe connection between communities and parks/public lands	3		
Services large proportion of population and/or anticipated demand	3		
Connects existing trail segments (enhances utility through trail network continuity)	3		
Creates a grade-separated pathway	2		
Provides connection between communities	2		
Provides trailhead facilities	1		
Provides a quality recreational experience	1		
Reviewer Total Score			
Trail Function Total Score			

Appendix D - Trail Corridors, Trailheads, and Signage

Trail Corridors - Trails included in the county trail network shall be located on public access easements or public access rights-of-ways. Trails situated on privately obtained public access easements should be routed so as to maintain a natural setting, to avoid unnecessary disturbance to private landowners adjacent to the trail, and to preserve wildlife habitat and important vegetation. Public lands and existing public access easements/rights-of-way should be used whenever possible for trail alignment purposes in order to minimize costs associated with easement acquisition.

Trail easement widths may vary depending upon particular identified needs, intended function, and funding source. Dedication of public trail easements can be accomplished through the subdivision review process, and easement width for subdivision related trails shall comply with subdivision regulations applicable at the time the subdivision application is/was determined 'sufficient'. While the recommended preferred~~able~~ easement width is 25 feet, the minimum easement width is that which will accommodate construction and permanent location of the trail to sufficiently serve its intended purpose.

Road Crossings - Pathways shall cross roads at points of good visibility, perpendicular to the roadway (if possible). Crossings shall be equipped with signage and striped crosswalks, as appropriate for the type of road and setting. At high-traffic road crossings, tunnels or pedestrian overpasses are preferred to at-grade crossings.

Trailheads - Trailheads should be provided at major access sites for pathways and backcountry trails. Trailhead parking should be sized to adequately handle user needs. Trailheads should be signed, at a minimum, with the trail name, use restrictions, "Good Neighbor" information, and a map. Trailheads which serve regular high volumes of users should be equipped with appropriate sanitary rest room facilities. Destination trailheads should be equipped with a bike rack to provide secure temporary locking of bikes to facilitate users shuttling needs and to minimize degradation of vegetation and area infrastructure such as fences and posts.

Signage - Standard and consistent signs should be used throughout the trail system to designate trailheads, allowable trail uses, directional information, and educational/historical information. Pathways should be signed at road crossings and all other public access points with signs that define uses and restrictions. Bike lanes, shoulder bikeways, shared roadways/bike routes, and all CTEP trails should be signed in accordance with the Federal Highway Administration's Manual of Uniform Traffic Control Devices[1]. Signage at the entrances to backcountry trails should describe uses, trail surface conditions, managing entity contact information, and limitations, such as ADA degree of access.

ADA Accessibility - Trails should be built in compliance with the Americans with Disabilities Act whenever possible, or as required per funding source, recognizing that this may not be appropriate or

[1] *Manual of Uniform Traffic Control Devices (MUTCD)*, Federal Highway Administration, National Advisory Committee on Uniform Traffic Control Devices, 1988.

possible in many backcountry situations. Designation of trails as non-motorized is not meant to include restrictions on motorized wheelchairs and other approved mechanical means of transportation by users with disabilities.

Resource Protection - Maintaining healthy buffers adjacent to streams is an effective and inexpensive way to protect watersheds. Buffers maintain functioning riparian vegetation and floodplains, protect water quality, stabilize stream banks, provide wildlife habitat and open space, and reduce landowner and taxpayer costs to mitigate flood damage. Appropriate buffer width varies with the stream and the specific resource protection objectives.

Any trail near a waterway should be constructed so as not to adversely affect water quality or riparian vegetation or impair the natural processes of the waterway, such as meandering and spring flooding. While it is usually desirable to locate trails in preserved corridors to create greenways, trails should not be routed continuously along stream banks, depriving wildlife of undisturbed habitat and risking bank erosion. Rather, they generally should be set back from the river, providing sporadic access points to the water either by the use of spurs or by occasionally routing the main trail to the bank.

Trails can be used to improve degraded habitat by consolidating social trails into one well designed pathway. Trails through natural environments are wonderful places to enjoy time with dogs, but they must not be permitted to chase, harass or kill wildlife or livestock. Dog waste disposal stations should be provided at trailheads that receive significant use by dogs and their people.

Landowner Relations - Respect for private property rights is essential. Access will not be allowed or provided from a pathway onto private property without the permission of the landowner. On any trail that is constructed along a pre-existing corridor currently used for a different purpose (such as a power line), the pre-existing rights held by adjacent landowners will continue to be honored. Signs will be posted reminding users to “Please respect private property by staying on the trail”. Montana has enacted a law (70-16-302, MCA) to protect landowners from liability who allow the public onto their property free of charge for recreational purposes.

Trails have been shown to reduce crime and increase property values. Well-planned trails attract families, local residents, tourists, and other responsible people whose presence on the trails serves as a neighborhood watch. Access to trails is one of the most desirable amenities that homebuyers seek, and the value of most properties is enhanced by being near a trail.

Appendix E – Complete Streets and Community Walkability

Every trip begins and ends with walking, and walking remains the cheapest form of transport for most people. Walking leads to more social interaction, physical fitness, diminished crime and other social problems. Walkable communities are more-livable communities and lead to whole, happy, healthy lives for the people who live in them. A diverse coalition of national organizations is working to assist communities in developing “Complete Streets”.

Central to the Complete Streets philosophy is the idea that the public easement/right-of-way is for public use, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, not just for those who own motor vehicles. A complete street is one that is designed and operated to safely accommodate all of these users.

Components that may be found on a complete street include: sidewalks, bike lanes, effective crosswalks, wide shoulders, medians, bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulb-outs, and more. Narrower vehicle lanes are sometimes part of the complete streets picture. Planners and engineers have been finding that putting roads on a “diet” does slow traffic, but when combined with other remedies such as roundabouts and boulevards with medians, roads actually carry vehicles more efficiently. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.

Some of the benefits of “complete streets” include[2]:
Complete streets improve safety. Measures that design the street with pedestrians in mind all improve safety. One study found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28%. Complete streets also improve safety indirectly, by increasing the number of people bicycling and walking. A recently published international study found that as the number and portion of people bicycling and walking increases, deaths and injuries decline.

Complete streets encourage more walking and bicycling. Public health experts are encouraging walking and bicycling as a response to the obesity epidemic, and complete streets can help. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, while just 27% of those without safe places to walk were active enough. Residents are 65% more likely to walk in a neighborhood with sidewalks. A study in Toronto documented a 23% increase in bicycle traffic after the installation of a bicycle lane.

Complete streets can help ease transportation woes. Streets that provide non-motorized travel choices can give people the option to avoid traffic jams, and increase the overall capacity of the transportation network.

Complete streets help children. Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks. And children who have and use safe walking and bicycling routes have a more positive view of their

[2] From the “Complete the Streets” website at http://www.completestreets.org

neighborhood. Safe Routes to School programs, gaining in popularity across the country, will benefit from complete streets policies that help turn all routes into safe routes.

Complete Streets are good for air quality. Air quality in our urban areas is poor and linked to increases in asthma and other illnesses. Yet if each resident of an American community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO2) emissions by 3,764 tons ~~of~~ per year in the community. Complete streets allow this to happen more easily.

Complete streets make fiscal sense. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Jeff Morales, the Director of Caltrans when the state of California adopted its complete streets policy in 2001, said, "By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized."

Walkable Communities[3], a group organized for the purpose of helping communities become more walkable and pedestrian friendly, suggests the following traffic calming devices for improving the experience in the central business district and other high-traffic areas:

Curb extensions. Curb extensions (bulb-outs) are great tools for slowing speeds at intersections and midblock locations. They are often used in combination with other tools, such as refuge islands, or as part of a modified intersection. They are very helpful to inset parking, meet ADA requirements, and reduce pedestrian crossing times and distances. They can also create small parks or areas for sidewalk commerce.

Refuge islands. Refuge islands slow traffic in three ways. They visually tighten the road, slow turning speeds, and help create narrow channels (when used with curb extensions) to minimize pedestrian/auto conflicts.

Raised intersections. Raised intersections slow traffic and increase pedestrian safety in three ways. They create an attractive, distinctive shape. They create a vertical deflection forcing a slow speed approach. Third, they highlight the area as a pedestrian space.

Roundabouts. Roundabouts and mini-roundabouts are the most effective traffic calming feature. These horizontal deflection tools lower speeds to 15-20 mph, shorten pedestrian crossings to 12 – 14 feet at a time, decrease injury crashes about 90%, reduce noise and pollution, and increase area property values.

Other helpful street amenities include street trees, lighting, seating, bicycle racks, signage and markers for visitors.

Communities should plan for, design, construct, operate, and maintain appropriate facilities for pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities in all road construction, maintenance activities, and retrofit or reconstruction projects except in the following unusual or extraordinary circumstances:

1. Bicyclists and pedestrians are prohibited by law from using the facility. In this case, alternative facilities and accommodations shall be provided within the same transportation corridor.

[3] http://www.walkable.org/

2. Where the existing right-of-way does not allow for the accommodation of all users. In this case alternatives shall be explored such as the use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit, and persons with disabilities.
3. The cost of establishing bikeways or walkways or other accommodations would be disproportionate to the need, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance.
4. Where there is no need, including anticipated future need.
5. Where application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety.

Appendix F – Conservation Easements[4]

Conservation easements place certain restrictions on pieces of land that are intended to protect the resources and existing uses associated with the property. Easements are voluntary, legally binding agreements that are initiated by the property owner. They are often designed by the landowner to exclude certain activities on private land, such as commercial development or residential subdivisions. Essentially, the private landowner voluntarily gives up certain rights granted through ownership - the right to develop or occupy the lands in specific ways, for example – or agrees to manage the land for specified purposes. In exchange for giving up these rights, the owner usually receives tax benefits associated with the reduced value of the land.

Property owners may use conservation easements to save the values that are present on their lands. They may want to secure the existing land and agricultural uses for their family, maintain open space, or protect wildlife habitat.

Some landowners are attracted to conservation easements as an alternative to selling the land, or as a result of their role in tax and estate planning. Conservation easements can qualify as a charitable deduction for federal and state income taxes and can lower federal inheritance and estate taxes. Because the federal Internal Revenue Service bases estate taxes on the potential value of the property, (i.e. developed property) rather than the current value of the property, agricultural land often presents a tax burden for those who want to pass along their land to future generations. Conservation easements can lower the development potential for land, and thus the estate tax value.

Typically, easements are made in collaboration with local government agencies, land trusts, or other nonprofit organizations that are designed to "hold" easements. There are at least a dozen land trust organizations in Montana, which are typically nonprofit organizations. The Montana Department of Fish, Wildlife and Parks and the U.S. Fish and Wildlife Service also have easement programs.

[4] From Montana Conservation Voters Education Fund August, 2004 publication

Appendix G – Funding, Resources and References

Federal and State Reimbursement Programs and Grant Sources

The Community Transportation Enhancement Program (CTEP) is a reimbursement program within SAFETEA-LU, the federal highway program. SAFETEA-LU stands for Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users, and was enacted in 2005. (Previous highway bills were called ISTEA, the Intermodal Surface Transportation Efficiency Act, enacted in 1991, and TEA-21, the Transportation Equity Act for the 21st Century, enacted in 1998). The largest program within the federal highway bill is the Surface Transportation Program (STP) at $32.5 billion nationwide over 5 years. Ten percent of this money is dedicated to Transportation Enhancements. Montana is unique in the US in that all TE funds are distributed directly from the Montana Department of Transportation to each Montana county, incorporated city and tribe based on population figures provided by the U.S. Bureau of the Census. Local jurisdictions make decisions on using allocated CTEP funds.

CTEP funds are dedicated for bicycle and pedestrian activities and preservation. This is a Federal Aid reimbursement program that reimburses project costs at approximately 87%. To be eligible for CTEP funds, a project must relate to surface transportation and be one of 12 identified activities. These activities are pedestrian and bicycle facilities, pedestrian and bicycle safety and educational activities, acquisition of scenic or historic easements and sites, scenic or historic highway programs including tourist and welcome centers, landscaping and scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, conversion of abandoned railway corridors to trails, inventory control and removal of outdoor advertising, archaeological planning and research, environmental mitigation of runoff pollution and provision of wildlife connectivity, and establishment of transportation museums. ~~Ross Tervo is currently the CTEP program manager and can be reached at 406-444-9209, rtervo@mt.gov.~~ Information can be obtained at www.mdt.mt.gov/business/ctep/. The National Transportation Enhancements Clearinghouse can be found at www.enhancements.org.

The Recreational Trails Program (RTP) is another facet of the federal highway program. This program will provide $370 million nationwide over the next 5 years. Montana currently grants about $600,000 each year to specific trail projects. Sponsors can request up to $35,000 per project, $70,000 for special projects. These funds are derived from gasoline taxes paid by trail users, and are available for both motorized and non-motorized trail projects. A 20% match is required. Federal, state, county, sovereign Indian Nations, private non-profit associations and clubs, but not individuals are eligible. Examples of eligible projects include urban trail development near homes and work places, basic urban and backcountry trail maintenance, restoration of areas damaged by trail use, development of trailside facilities, educational and safety projects related to trails. This program encourages partnerships between private organizations and public land managers. This is a reimbursement program; project applicants are reimbursed as expenditures are documented~~s~~. The required 20% match may include cash or the value of volunteer labor and donated materials. The environmental review is rigorous and preliminary work may need to be completed a year before becoming eligible to apply for a grant. The State Trails Advisory committee, compromised of trail users and agency representatives, advises FWP on expenditures of these funds.

Safe Routes to School (SRTS) is a dedicated source of funds within SAFETEA-LU. This program is funded at $612 million nationwide (Montana's annual share is $1 million) and is administered by the state. A state coordinator is mandated to oversee the program. Eligible activities include both infrastructure and non-infrastructure such as education and promotion. ~~Mark Keeffe, the Montana Bicycle/Pedestrian coordinator, is also the interim Safe Routes to School coordinator, in Helena.~~ The SRTS application is available at: http://www.mdt.mt.gov/pubinvolve/saferoutes/. Two other useful websites are: http://safety.fhwa.dot.gov/safetroutes/ and http://bikesbelong.org

Federal Lands Highway Funds (SAFETEA-LU) may be used to construct pedestrian walkways and bicycle transportation facilities in conjunction with roads, highways, and parkways at the discretion of the department charged with the administration of such funds.

Scenic Byways Program Funds (SAFETEA-LU) may be used to construct facilities along scenic highways for the use of pedestrians and bicyclists. http://www.bywaysonline.org/

Land and Water Conservation Fund (LWCF) provides cash grants for wildlife, park and trail projects and can be used to fund up to 50% of outdoor recreation project costs. This program is administered by the Montana Dept of Fish Wildlife and Parks and sets a limit of $75,000 per project. Any political subdivision of the state, or sovereign Indian Nation may apply: incorporated cities or towns, counties, school districts, state agencies, and tribal governments. Eligible projects include outdoor recreation facilities such as ball fields, open space acquisition, public parks, swimming pools, skate rinks, picnic facilities and walking trails. Applicants must present local survey information that shows local citizens support for their project. An applicant must have adequate resources to operate and maintain the area after the project is complete. This is a reimbursement program. Once LWCF funds are used in development or acquisition, the entire recreational site must be managed for outdoor recreation in perpetuity. Visit http://www.fwp.state.mt.us/parks/grants/asap

The Rivers, Trails and Conservation Assistance Program (RTCA), also known as the Rivers & Trails Program or RTCA, is the community assistance arm of the National Park Service. RTCA staff provides technical assistance to community groups and local, state, and federal government agencies so they can conserve rivers, preserve open space, and develop trails and greenways. This program does not give cash grants. www.nps.gov/rtca Gary Weiner is the Montana state program manager and can be reached at 406-587-1667 or gary_weiner@nps.gov.

Rural Community Assistance Program that is administered by the Forest Service has given cash grants to Montana communities for parks and for trails. An economic development program administered by the Forest Service can be tapped to support trails projects. Projects proposed for this funding must have economic development as their primary focus and are available for incorporated communities and unincorporated areas that are dependent on forest and natural resources, rural communities with poor economies and major Forest Service presence for many activities that enhance long term social, environmental and economic sustainability. The projects must follow on a broad scope community planning process. Grants are limited to communities heavily dependent on natural resources, or having a major Forest Service presence. Several have been given to Montana communities in recent years. Cash grants are available which consist of $5,000 for development of community plans; $20,000 for projects to help implement the plans and 20% of total project cost. Applications accepted annually in March.

Resource Conservation and Development grants are administered by the US Natural Resources Conservation Service. They provide 50% matching funds for recreation projects, including parks and land acquisition. The funding is available to state and local government and non-profit organizations. http://www.wy.nrcs.usda.gov/

State Highway Development Program is under the Montana Department of Transportation. When a trail construction project is carried out in conjunction with a state road construction or reconstruction program, the MDT may donate fill and construct the trail bed. This varies with each project. They may also allow part of the road easement to become a trail. Trail planning must occur during the state's highway planning process with at least a five year lead time.

Montana Dept. of Environmental Quality has a recycling and market development specialist who offers some insight on materials available for trails.

County funding sources potentially could include parkland dedication funds, development impact fees, property taxes (general, Special Improvement District, Park Maintenance District) and bonds (general obligation or revenue). Other options for raising money that could assist in developing or administering a trails system include open space bonds, accommodations/lodging taxes, local option vehicle tax, gas and vehicle taxes, and resort taxes (if the state legislature would so enable). Rental or lease income for temporary uses such as agriculture or grazing, concessions, utility company fees for easements, use and program fees, and special events are other potential revenue sources. The county also can apply for funds from the Community Development Block Grant Program (http://www.hud.gov/offices/cpd/communitydevelopment/programs), Economic Development Grants for Public Works and Development, Transportation and Community and System Preservation Program, Urban Park and Recreation Recovery Program and Safe Schools and Healthy Students Initiative.

Private Individuals, Groups and Volunteers

Private individuals, families, neighborhood associations, conservation groups and service organizations often donate cash, labor, equipment, and materials for sections of trails in their communities. Special interest groups that enjoy the opportunities provided by public trails may step forward to help. These include groups such as Rails-To-Trails, local running or mountain biking clubs, bird watching organizations like Audubon, the Native Plant Society, equestrian groups like the Backcountry Horsemen, disk-golf players, cross country ski clubs, kennel clubs and wildlife organizations.

In Kind Donations can often be given by local businesses by donating materials such as road base, pipe or services such as hauling and spreading dirt. Another very important contribution to any trail project is the donation or below cost sale of lands or trail easements along proposed trail routes. These donations can be used to leverage funding, and often 'make or break' a trail project.

Organizations and Foundations

Active Living Network

The Active Living program maintains a listing of funding opportunities and the Active Living Resource Center has a downloadable "Guide to Funds for Bicycling and Pedestrian Projects" at http://www.activelivingresources.org/funding_sources
http://www.activeliving.org/index.php/Funding+Opportunities/60

Center for Disease Control
CDC maintains a listing of funding opportunities - some of which could support physical activity projects or programming. http://www.cdc.gov/od/pgo/funding/FOAs

National Coalition for Promoting Physical Activity
The National Coalition for Promoting Physical Activity's mission is to unite the strengths of public, private, and industry efforts into collaborative partnerships that inspire and empower all Americans to lead more physically active lifestyles. http://www.ncppa.org

Pedestrian and Bicycle Information Clearinghouse
The PBIC is a clearinghouse for information about health and safety, engineering, advocacy, education, enforcement and access and mobility. The PBIC serves anyone interested in pedestrian and bicycle issues, including planners, engineers, private citizens, advocates, educators, police enforcement and the health community. http://www.pedbikeinfo.orglindex

National Center for Bicycling and Walking
The mission of the National Center for Bicycling & Walking (NCBW) is to help create bicycle-friendly and walkable communities across North America by encouraging and supporting the efforts of individuals, organizations, and agencies. http://www.bikewalk.org

Complete Streets
This program does not provide funding for non-motorized transportation projects, but it is an excellent resource for the concept of properly designed and multi-use streets. http://www.completestreets.org/

Bikes Belong
This coalition is sponsored by members of the American Bicycle Industry. The mission of the Grants Program is to put more people on bicycles more often. It accepts requests for funding of up to $10,000 for facility, capacity, and education projects.
http://bikesbelong.oli.us/Grants/GrantseekersGuide06.pdf

Foundation Center
This center's website includes a searchable database that can be used to identify and research 80,000 foundations that support physical activity projects. (Only 6% of grants are online.) This is a fee-based subscription service. "Cooperating Collections" search free at libraries in every state.
http://foundationcenter.org/findfunders

Robert Wood Johnson Foundation
$370 million in grants annually for projects that "improve the health and health care of all Americans", including an emphasis on childhood obesity. http://www.rwjf.org/applications/index.jsp

National Endowment for the Arts Fund

This fund has grants available for architecture, landscape architecture, urban design and planning, historic preservation, interior design, product and industrial design up to $50,000.

Kellogg Foundation
The rural development program goal is to fund collaborative, comprehensive and inclusive approaches to rural economic development that emphasize community problem-solving, leadership development, entrepreneurship development, and delivery of human, social, and economic services.
http://www.wkkf.org/

General Mills Foundation
http://www.generalmills.com/corporate/commitment/champions.aspx
Champions for Healthy Kids will make 50 grants of $10,000 each to schools and community groups with innovative programs aimed at improving the nutrition and activity habits of young people. Organizations can design programs that they believe will work in motivating children in their community to improve nutrition and fitness behaviors.

Kaiser Permanente
http://newsmedia.kaiserpermanente.org/kpweb/pdf/feature/092communityinvolve/brochure.pdf
Focus areas include health care delivery issues facing disadvantaged populations and special consideration is given to activities that convene public policy leaders and develop collaborative partnerships with local, state and national organizations.

Ford Foundation
Community development grants.

Other potential grant sources include Save America's Treasures, Conservation Alliance, LL Bean Charitable Giving, LJ and Mary Skaggs Foundation, Kodak American Greenways, Cinnabar Foundation, Balance Energy Bars, Northwest Energy, Oracle Corporate Giving Program, National Tree Trust, National Trails Fund, Americorps, Healthy People 2010.

Online Grant Directories

Catalogue of Federal Domestic Assistance (programs):
http://www/gsa.gov/Portal/gsa/ep/contentView.do?programID+8897 &
channeled=1309&ooid=10111&contented=12885&pageTypeID=8204&contentType=GSA BASIC
&programPage=%252Fep%program%252FgsaBasic.jsp&P=MVS:

Catalogue of Federal Domestic Assistance (grants):
http://12.46.245.173/cfda/cfda/html

New England Environmental Finance Center
http://efc.muskie.usm.maine.edu/tools.html

RTC's Trails and Greenways Clearinghouse
http://www.trailsandgreenways.org/resources/highlights/online/default.asp.

State Contacts

Montana Department of Transportation
Bicycle and Pedestrian Coordinator
Mark Keeffe
Phone: (406)444-9273
Email: mkeefe@mt.gov

Montana Department of Fish, Wildlife, and Parks
Non-Motorized Trails Coordinator
Steve Gilbert
Phone: (406) 444- 7642
Email: sgilbert@mt.gov

Health and Physical Activity Connections
Montana Nutrition and Physical Activity Program
Cathy Costakis
Phone: (406) 994-5734
Email: costakis@montana.edu

Reference Materials

American Association of State Highway and Transportation Officials (AASHTO). 1999. Guide for the Development of Bicycle Facilities.

Federal Highway Administration, National Advisory Committee on Uniform Traffic Control Devices. 1988. Manual of Uniform Traffic Control Devices. Washington, D.C.: U.S. Printing Office.

Flink, C., Kristine Olka, & Robert M. Searns; Rails to Trails Conservancy. 2001. Trails for the Twenty-First Century, Second Edition: Planning, Design, and Management Manual for Multi-Use Trails. Washington D.C: Island Press.

Webber, Pete. 2007. Managing Mountain Biking: IMBA's Guide to Providing Great Riding. Boulder, CO: Publication Printers Corp.

Felton, Vernon. 2004. Trail Solutions: IMBA's Guide to Building Sweet Single-track. Boulder, CO: Johnson Printing.

Volunteers for Outdoor Colorado. 2002. VOC Crew Leaders Manual.

Birkby, Robert C. 1996. Lightly on the Land, the SCA Trail-Building and Maintenance Manual. Washington: The Mountaineers.

National Park Service. 1992. Mountain Trails Management: An Outline. Park City, Utah. 1992. Trails Supplement to the Comprehensive Master Plan, Trails Master Plan Update, Policies and Guidelines for Trail Construction,Construction Standards and Maps.

Searnes, Robert M. Crusher Fines Trail Development: A Primer. Urban Edges, Inc.

Sonoran Institute. 2004. Prosperity in the 21st Century West: The Role of Protected Public Lands.

Appendix H - Flathead County Growth Policy References to Trails

The Flathead County Growth Policy is a general policy document that meets the requirements of 76-1-601, MCA and was adopted on March 19, 2007. The document addresses bicycle and pedestrian paths in a general manner. Pertinent excerpts are included below.

Chapter 6: Transportation

Goal
G.25: Identify and support alternative modes of transportation.

Policies
P.25.1 Encourage developments that provide functional alternative modes of travel such as bicycle and pedestrian paths.
P.25.2 Identify and prioritize areas for a predictable regional and interconnected bicycle path network and require pedestrian/bicycle easements on both sides of identified county roads. Encourage developments that aid and/or connect to this network.
P.25.5 Determine and prioritize areas for bike path easement acquisition and construction, prioritize use of funds, guide grant applications, identify roads that should have bicycle lanes, determine maintenance funding mechanisms, and set county-wide bicycle path/lane construction standards.

Part 3: Bicycle and Pedestrian Paths in Flathead County

Bicycle and pedestrian paths offer a range of benefits. Bicycle lanes, when added to road rebuilding plans, are a viable alternative to potentially costly separated paths. The Bicycle Transportation Committee called for in this document could define paths and lanes, as well as provide suggestions for places where each would be more desirable. Families, groups and individuals use the paths in Flathead County to actively recreate. There is a significant health and fitness benefit as most recreation activities on pedestrian/bike paths involve exercise. It is common to see families biking or walking on the Great Northern trail or a group of cyclists cruising down the Somers trail.
Serving as transportation corridors, these paths encourage pedestrian and bicycle commuting thus reducing traffic congestion and fuel consumption. Safety is another community benefit because pedestrian/bicycle paths are separated from automobiles. Most roads in the county were constructed specifically for motor vehicle use. Pedestrian/bike paths are separated from roads and are an attractive alternative to vehicles. Unincorporated Flathead County has about 28 miles of pedestrian/bike paths, which are primarily used for recreation activities and secondarily for commuting to work.

The paths are identified in Table 6.6.
(Note: Trails and mileage information is dated, with new trails having been completed since the Growth Policy was adopted.)

Table 6.6:
Existing Pedestrian/Bike Paths in Unincorporated areas of Flathead County

NAME	LOCATION	DISTANCE (miles)
Somers Rails to Trails	US Hwy 93	5.0

Edgerton Bike Path	Whitefish Stage Rd	2.0
Swan River Bike Path	Bigfork	1.5
Great Northern Rails to Trails	Kalispell	6.0
Helena Flats Bike Path	Helena Flats	2.9
Farm-to-Market Bike Path	West Valley	1.8
Swan Valley School Path	Bigfork	1.3
Somers Beach Path	US Hwy 93	1.2
Hungry Horse Bike Path	US Hwy 93	4.0
Lone Pine Path	Kalispell	1.6
Grand Avenue Walk	Bigfork	0.3
Fairmont-Egan Pedestrian path	Bigfork	0.5
		28.1 miles

Pedestrian and Bicycle Path Projections

Flathead County constructs an average of two miles of pedestrian/bike paths per year. Proposed project sponsors compete for available federal Community Transportation Enhancement Program (CTEP) funds, which are administered by the MDT and passed through to local agencies. Approved county projects awaiting CTEP funding include a 1.5 mile pedestrian path expansion in Evergreen, a two mile bike expansion in Kila and a two mile path along Willow Glen, to be known as the Sam Bibler Commemorative Trail. A more comprehensive pedestrian/bicycle path program is warranted in the county. Existing and proposed commuter and recreational path corridors are shown on Map 6.4. This map should be considered very dynamic. This growth policy recommends the creation of a county Bicycle Transportation Advisory Committee to plan a coordinated bicycle trail and path network, prioritize easement acquisition, set construction standards and determine funding mechanisms. This should enable the county to help such a network become a reality.

Chapter 4: Parks and Recreation

Introduction

Public parks, trails and recreation offer countless values to Flathead County residents and visitors. Public parks, trails and open space provide the opportunity to be physically active and fit. Having close to home access to quality places to recreate is one of the most important factors in determining whether people are active and will stay that way.

Goal

G.18: To accelerate the development process for park, trail, and open space infrastructure to meet the challenges of community growth and development.

Policies

P.18.1 Acquisition of park and leisure facility sites should occur now to serve the future needs of the county, particularly water-based parks which provide public access to lakes, rivers and streams.

P.18.2 With the exception of water based parks, subdivision park requirements should be used to create and/or fund dedicated park sites of optimal size of no less than five acres to accommodate operation and maintenance costs.

P.18.3 Existing parks and recreational facilities should be operated and maintained in a quality condition for use by the general public.

P.18.4 Develop strategies to fund, operate, and maintain new parks and recreational facilities.

P.18.5 Prepare a comprehensive Parks and Recreation Master Plan to guide the expansion of the park system to meet the needs and expectations of the growing public. Utilize the work completed by the LRPTF of identifying bike path routes and the work of the three cities and rails to trails.
P.18.6 Flathead County should preserve and increase recreational access to public lands and waterways by procuring necessary land, easements, or rights of way.
P.18.7 Create a Flathead County Bicycle Transportation Advisory Committee to determine and prioritize areas for bike path easement acquisition and construction, prioritize use of funds, guide grant applications, identify roads that should have bicycle lanes, determine maintenance funding mechanisms, and set county-wide bicycle path/lane construction standards.
Goal
G.19 To create partnerships with common interest groups and the people within our community.
Policies
P.19.1 Encourage parks, planning, maintenance and development coordination with other local jurisdictions, state, and federal agencies.
P.19.2 Participate with developing partnerships, community civic groups and organizations, private sector building and development industry, and others interested in parks and recreation activities.
P.19.3 Support “pocket parks” which are owned and maintained by Home Owner groups and Associations.
P.19.4 Riparian buffers should be recognized for their recreational value and their ability to protect the quality of water along major streams and rivers in the County to enhance recreational opportunities, protect the quality of water (reduce erosion, surface runoff containing pesticides, fertilizers, etc.; stream bank degradation/defoliation, etc.) and their ability to protect the natural aesthetics of waterways.
P.19.5 Whenever possible, County parks should be developed in conjunction with public or private schools.
P.19.6 Develop standards, procedures, and requirements for the preparation, review, and adoption of neighborhood and subdivision park plans.
Goal
G.20 Maintain and/or increase the current level of service for park facilities and recreation services in Flathead County relative to population growth and public demands and expectations.
Policies
P.20.1 Provide new lands and indoor/outdoor recreation and park facilities outlined in the comprehensive Parks and Recreation Master Plan to keep pace with expanding population and demand.
P.20.2 Maintain level of recreation services by providing innovative programs geared towards a diverse demographic of county residents (children, adults, seniors, etc.).

Appendix I - Montana Statutes Regarding Bicycles and Parkland Dedication Requirements

TITLE 76 LAND RESOURCES AND USE

Chapter 3 LOCAL REGULATION OF SUBDIVISIONS
Part 6 Local Review Procedure

76-3-621. Park dedication requirement. (1) Except as provided in 76-3-509 or subsections (2), (3), and (6) through (8) of this section, a subdivider shall dedicate to the governing body a cash or land donation equal to:
(a) 11% of the area of the land proposed to be subdivided into parcels of one-half acre or smaller;
(b) 7.5% of the area of the land proposed to be subdivided into parcels larger than one-half acre and not larger than 1 acre;
(c) 5% of the area of the land proposed to be subdivided into parcels larger than 1 acre and not larger than 3 acres; and
(d) 2.5% of the area of the land proposed to be subdivided into parcels larger than 3 acres and not larger than 5 acres.
(2) When a subdivision is located totally within an area for which density requirements have been adopted pursuant to a growth policy under chapter 1 or pursuant to zoning regulations under chapter 2, the governing body may establish park dedication requirements based on the community need for parks and the development densities identified in the growth policy or regulations. Park dedication requirements established under this subsection are in lieu of those provided in subsection (1) and may not exceed 0.03 acres per dwelling unit.
(3) A park dedication may not be required for:
(a) a minor subdivision;
(b) land proposed for subdivision into parcels larger than 5 acres;
(c) subdivision into parcels that are all nonresidential;
(d) a subdivision in which parcels are not created, except when that subdivision provides permanent multiple spaces for recreational camping vehicles, mobile homes, or condominiums; or
(e) a subdivision in which only one additional parcel is created.
(4) The governing body, in consultation with the subdivider and the planning board or park board that has jurisdiction, may determine suitable locations for parks and playgrounds and, giving due weight and consideration to the expressed preference of the subdivider, may determine whether the park dedication must be a land donation, cash donation, or a combination of both. When a combination of land donation and cash donation is required, the cash donation may not exceed the proportional amount not covered by the land donation.
(5) (a) In accordance with the provisions of subsections (5)(b) and (5)(c), the governing body shall use the dedicated money or land for development, acquisition, or maintenance of parks to serve the subdivision.
(b) The governing body may use the dedicated money to acquire, develop, or maintain, within its jurisdiction, parks or recreational areas or for the purchase of public open space or conservation easements only if:
(i) the park, recreational area, open space, or conservation easement is within a reasonably close proximity to the proposed subdivision; and
(ii) the governing body has formally adopted a park plan that establishes the needs and procedures for use of the money.
(c) The governing body may not use more than 50% of the dedicated money for park maintenance.

(6) The local governing body shall waive the park dedication requirement if:
(a) (i) the preliminary plat provides for a planned unit development or other development with land permanently set aside for park and recreational uses sufficient to meet the needs of the persons who will ultimately reside in the development; and
(ii) the area of the land and any improvements set aside for park and recreational purposes equals or exceeds the area of the dedication required under subsection (1);
(b) (i) the preliminary plat provides long-term protection of critical wildlife habitat; cultural, historical, or natural resources; agricultural interests; or aesthetic values; and
(ii) the area of the land proposed to be subdivided, by virtue of providing long-term protection provided for in subsection (6)(b)(i), is reduced by an amount equal to or exceeding the area of the dedication required under subsection (1);
(c) the area of the land proposed to be subdivided, by virtue of a combination of the provisions of subsections (6)(a) and (6)(b), is reduced by an amount equal to or exceeding the area of the dedication required under subsection (1); or
(d) (i) the subdivider provides for land outside of the subdivision to be set aside for park and recreational uses sufficient to meet the needs of the persons who will ultimately reside in the subdivision; and
(ii) the area of the land and any improvements set aside for park and recreational uses equals or exceeds the area of dedication required under subsection (1).
(7) The local governing body may waive the park dedication requirement if:
(a) the subdivider provides land outside the subdivision that affords long-term protection of critical wildlife habitat, cultural, historical, or natural resources, agricultural interests, or aesthetic values; and
(b) the area of the land to be subject to long-term protection, as provided in subsection (7)(a), equals or exceeds the area of the dedication required under subsection (1).
(8) Subject to the approval of the local governing body and acceptance by the school district trustees, a subdivider may dedicate a land donation provided in subsection (1) to a school district, adequate to be used for school facilities or buildings.
(9) For the purposes of this section:
(a) "cash donation" is the fair market value of the unsubdivided, unimproved land; and
(b) "dwelling unit" means a residential structure in which a person or persons reside.
(10) A land donation under this section may be inside or outside of the subdivision.
History: En. Sec. 9, Ch. 468, L. 1995; amd. Sec. 27, Ch. 582, L. 1999; amd. Sec. 8, Ch. 348, L. 2001; amd. Sec. 1, Ch. 469, L. 2003; amd. Sec. 2, Ch. 333, L. 2005.

TITLE 61 MOTOR VEHICLES

CHAPTER 8 TRAFFIC REGULATION
Part 6 Bicycle Traffic

61-8-102. Uniformity of interpretation -- definitions. (1) Interpretation of this chapter in this state must be as consistent as possible with the interpretation of similar laws in other states. (2) As used in this chapter, unless the context requires otherwise, the following definitions apply:
(a) "Authorized emergency vehicle" means a vehicle of a governmental fire agency organized under Title 7, chapter 33, an ambulance, and an emergency vehicle designated or authorized by the department.
(b) "Bicycle" means:
(i) a vehicle propelled solely by human power upon which any person may ride and that has two tandem wheels and a seat height of more than 25 inches from the ground when the seat is raised to its highest position, except scooters and similar devices; or
(ii) a vehicle equipped with two or three wheels, foot pedals to permit muscular propulsion, and an

independent power source providing a maximum of 2 brake horsepower. If a combustion engine is used, the maximum piston or rotor displacement may not exceed 3.05 cubic inches, 50 centimeters, regardless of the number of chambers in the power source. The power source may not be capable of propelling the device, unassisted, at a speed exceeding 30 miles an hour, 48.28 kilometers an hour, on a level surface. The device must be equipped with a power drive system that functions directly or automatically only and does not require clutching or shifting by the operator after the drive system is engaged.

61-8-320. Right-of-way for bicycles. (1) The operator of a motor vehicle may not:
(a) intentionally interfere with the movement of a person who is lawfully riding a bicycle; or
(b) overtake and pass a person riding a bicycle unless the operator of the motor vehicle can do so safely without endangering the person riding the bicycle.
(2) The operator of a motor vehicle shall yield the right-of-way to a person who is riding a bicycle within a designated bicycle lane.

61-8-602. Traffic laws applicable to persons operating bicycles. Every person operating a bicycle shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of any other vehicle by chapter 7, this chapter, and chapter 9 except as to special regulations in this part and except as to those provisions of chapter 7, this chapter, and chapter 9 which by their very nature can have no application.

61-8-605. Riding on roadways. (1) As used in this section:
(a) "laned roadway" means a roadway that is divided into two or more clearly marked lanes for vehicular traffic; and
(b) "roadway" means that portion of a highway improved, designed, or ordinarily used for vehicular travel, including the paved shoulder.
(2) A person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as near to the right side of the roadway as practicable except when:
(a) overtaking and passing another vehicle proceeding in the same direction;
(b) preparing for a left turn at an intersection or into a private road or driveway; or
(c) necessary to avoid a condition that makes it unsafe to continue along the right side of the roadway, including but not limited to a fixed or moving object, parked or moving vehicle, pedestrian, animal, surface hazard, or a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane.
(3) A person operating a bicycle upon a one-way highway with two or more marked traffic lanes may ride as close to the left side of the roadway as practicable.
(4) Persons riding bicycles upon a roadway shall ride in single file except when:
(a) riding on paths or parts of roadways set aside for the exclusive use of bicycles;
(b) overtaking and passing another bicycle;
(c) riding on a paved shoulder or in a parking lane, in which case the persons may ride two abreast; or
(d) riding within a single lane on a laned roadway with at least two lanes in each direction, in which case the persons may ride two abreast if they do not impede the normal and reasonable movement of traffic more than they would otherwise impede traffic by riding single file and in accordance with the provisions of this chapter.
(5) A bicycle, as defined in 61-8-102(2)(b)(ii), is excluded from the provisions of subsections (2) and (3).

61-8-608. Bicycles on sidewalks. (1) A person operating a bicycle upon and along a sidewalk or across a roadway upon and along a crosswalk shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing any pedestrian.

(2) A person may not ride a bicycle upon and along a sidewalk or across a roadway upon and along a crosswalk where the use of a bicycle is prohibited by official traffic control devices.

(3) Except as provided in subsections (1) and (2), a person operating a vehicle by human power upon and along a sidewalk or across a roadway upon and along a crosswalk has all the rights and duties applicable to a pedestrian under the same circumstances.

Appendix J -Design/Use Guidance for Backcountry Trails

Backcountry trails may be developed on public and private lands, and include a variety of trail types for a variety of user types. Backcountry trails generally are not paved, and typically include singletrack trails and trails established on existing but defunct logging roads. Design guidance for backcountry trails is as follows:

Follow good design practices to create a safe, interesting, low maintenance, and functional trail system.

- The trail system should contain a combination of small and large loop trails throughout the network.
- Trailheads should provide adequate parking to avoid congestion and should be located away from heavy traffic and designed for safety.
- ~~Parts of s~~Some trails near trailheads should be ~~wheelchair accessible~~ADA compliant.
- The level of difficulty on the trail will vary from easy to strenuous with the easy to moderate levels being located more conveniently to the more heavily used trailheads. Trail segments should have varying degrees of difficulty
- As much of the natural habitat as possible shall be retained. A nature oriented experience for trail users and the conservation of open space should be promoted.
- The trail should be wider with developed amenities near heavily used trailheads that are closer to populated areas and trailheads, and should be more primitive and narrow in more remote areas.
- There should be a varied terrain with undulations, grade reversals and meanders to make the trail interesting.
- The trail should have clear signs at the trailheads with maps and rules.
- Switchbacks should have gentle curves and ride-able radii for bicycles.
- Disturbance of sensitive areas shall be avoided when possible. Wetlands, streams, and fragile areas~~,~~ shall be protected, and all applicable permits (i.e. 310, 318, 404) shall be obtained prior to commencement of construction related disturbing activities.
- Erosion should be prevented, especially on steep grades and near stream crossings.
- Water quality should be maintained. Seasonal closures of some trails in the spring to prevent erosion may be appropriate and is acceptable.
- Wildlife habitat and sensitive areas should be identified in the planning phase of trail projects and mitigated through appropriate trail design. The trail should be aligned so as not to not disturb wildlife. Some areas may have seasonal closures to to minimize impacts to wildlife.
- Natural vegetation should be protected through weed control and replanting with native species.
- Good trail design will minimize environmental impact and should include areas of ecological interest

User Conflict

- For trails intended for mixed uses, the following guidelines are intended to minimize adverse impacts and potential conflict between equestrians, cyclists, and hikers All trail users are expected to adhere to the conventionally accepted rules of trail courtesy: Horses have the right-of-way; Hikers and Bikers yield to horses, and bikers yield to hikers.

- Trailhead/parking area signage should include trail user courtesy signage.
- Trailhead parking areas should be designed to accommodate horses and horse trailers in spaces separate from other trail users. This area would include hitching rails for horses.
- For at least the first quarter of a mile from the trailhead, horses should be on a separate trail before merging with the main trail.
- Post signs in trailhead/parking areas to inform equestrians to minimize impacts to the environment and other trail users through appropriate horse management techniques, such as spreading manure and using proper picketing/ground-tying techniques.
- Horses use may be restricted in ecologically sensitive areas.
- The number of horses in a group may be restricted.
- Riders should be kept to a walking pace in heavily used areas.
- Equestrian groups should be encouraged to be involved in trail maintenance of trails that are heavily used by horses.
- Commercial horseback riding operations should develop a trail maintenance, cleanup and weed control plan for the trails they frequently use.

Appendix K- Flathead County Weed Policy

Management

Flathead County's specific goals and priorities are basically formatted according to the manner based on the status of the weed in the state. Special attention is given to monitor for any category 3 noxious weeds and eradication is the goal. Tansy Ragwort has been a targeted species in the last few years in an effort to defeat its infestation of neighboring counties. Special management zones have been set for properties infested with Baby's Breath and Flowering Rush, Russian Thistle, Tumble Mustard and White Campion. While some weeds are not as established in Flathead County as in other counties, we have our own troubles. Hawkweeds and Oxeye Daisy, Spotted Knapweed, Canada Thistle, Common Tansy and St. Johnswort seem to take the spotlight. Flathead County has developed a countywide integrated management approach with 7 licensed herbicide applicators that are knowledgeable in all options/methods of weed control, 3 roadside tractors mowing rights-of-way; and reseeding disturbed rights-of-way is used as another approach in stopping further seeding of some of these species.

To reiterate our current program addresses the need:

1. for eradication of existing infestations
2. monitoring of existing sites of introduction and eradication where necessary
3. Targeted educational efforts through educational booths and 2 seasonal staff members titled "Education and Compliance" personnel.
4. 7 personnel with over 80 years of weed experience
5. Personnel will be on the lookout for any new invaders
6. Tansy Ragwort grant dollars utilized for searching and destroying the plant
7. Join efforts with other land managers in Orange/Meadow Hawkweed control
8. Evaluate and monitor existing management efforts
9. Annually update and refine weed inventories

In addition, Flathead County will enforce the Montana County Noxious Weed Control Act 7-22-2101 through 7-22-21553, as well as Rules 4.5.201 through 4.5.203 to the best of its fiscal and budgetary ability. The weed law will be strictly followed when entry must be made onto private land to verify a noxious weed sighting or complaint.

Highways/Roadway

Rights-of-way are a high risk area for introduction of new weeds to the state and are a major site of spread of established noxious weeds in Montana. Flathead County has had a great working relationship with MDT and we continue to work with the county Road Department in establishing revegation sites, as well as herbicide control.

Areas to Implement

1. Continue with the contract with MDT.

2. Continue to improve monitoring and utilizing GPS in evaluation of weed management efforts
3. Address the need for construction sites and reclamation of disturbed rights-of-way
4. Address the need for some type of cover crop while any land lay dormant

Waterways

Flathead County understands the possibility of noxious weeds infesting wetlands – just to the north; Lake County has worked hard for several years at combating its problem with Purple Loosestrife that had made threats on the habitat for waterfowl and other wetland creatures in the Nine Pipe Wildlife Refuge. We've also come to realize the potential threat of out-of-state boaters coming in to Montana and using our pristine waters while Eurasian Watermilfoil is attached to their boats, trailers and other recreational equipment. Yellow Flag Iris has been spotted sporadically around the valley and it is the purpose of Flathead County to eradicate these sites, while educating the public on the potential for these new invasive plants, including Flowering Rush found in the Hughes Bay area of Flathead Lake.

Areas to Implement

1. Educating the public on invasive aquatic species and the importance of monitoring for species currently not established in Montana but have a high potential for invasion, such as the Eurasian Watermilfoil.
2. Public outreach campaigns in making the public aware of the potential harm that can come from aquarium owners and the ornamental pond industry.
3. educate staff on the invasive aquatic weed species

Trails

Trails built for motorized and non-motorized public use are susceptible by noxious weeds. Weed control should be a priority within the city, state and federal agencies with jurisdictional authority for trail construction and maintenance. Although in some instances, grants have been obtained to be used for weed control on certain Montana Fish Wildlife and Parks' trails, not all trails have been given a maintenance budget.

Area to Implement

1. Educating the public or making an awareness campaign on the prevention and caution of noxious weed spread
2. Awareness of labor and dollars/donations needed for chemical and/or mechanical or cultural weed control

Private Landowners and the Necessity of Weed Law Enforcement

Flathead County's first and foremost wish for the landowner in Flathead County is that all understand good land stewardship. However, this is not the case and the need to enforce the Montana County Noxious Weed Control Act (7-22-2101 through 7-22-2153), as well as Rules 4.5.201 through 4.5.203 has become necessary. To the best of its fiscal and budgetary ability the following procedure will be performed should there be an official complaint to the office or if an infestation has been sited.

The weed law will be strictly followed when entry must be made onto private land to verify a noxious weed sighting or complaint. Should the Weed District have reason to believe that there are noxious weeds present on any lands in Flathead County the District shall adhere to these following steps:

1. Weed District personnel shall make visual inspection of a property containing state or county declared noxious weeds. An attempt shall be made to make contact with the landowner concurrently with the inspection by visiting the landowner at the site, and/or leaving an educational door hangar (complete with an inspection record/sketch of the Weed District's employee included). If the landowner is considered absentee, and/or the land is vacant, and/or the personnel were unable to make a personal visit – a first notice of noxious weeds will be sent by US Mail. (However, personnel first attempt to identify legal ownership of the property through the county plat office). This is a change from the previous weed management guidelines, whereas monies have been allocated to designated staff being assigned to this type of work.

    a. The 1st Notice of Noxious Weeds shall include the property location, the type of weed, description of the law MCA 7-22-21116 along with numbered items of action the Weed District is seeking from the landowner:
        1. Reply to the Weed District with a written agreement with methods they will impose within 10 days of notification of a weed infestation.
        2. Demonstrate a concerted and good faith effort in managing the infestation in question within 10 days, or a reasonable period of time, upon receiving a notice from the Weed District.
        3. Opportunity is available to request an appointment with an employee of the Weed District to inspect the infested property at an agreeable time in the presence of the landowner, within 10 days of receiving notification.
    b. The notice then depicts what the desire of the Weed District is:
        1. It is not the desire to enforce on the landowner to control noxious weeds, but rather seek voluntary cooperation from the landowner.
        2. Upon receiving a proposal of control measures the landowner will undertake, the Weed District will notify the landowner if the measures of control are acceptable within 10 days of receipt of the proposal.
        3. Messages left by employees to the landowner will be considered a contact.

    The notice then contains the Noxious Weed List of the state of Montana and Flathead County.
2. The District shall seek voluntary compliance after landowners contact the office and/or after visiting with personnel. This interchange should encourage 3 to 5 year management plans using any or all IPM approved control methods that are both affordable as well as acceptable to each landowner. Voluntary compliance should occur within thirty days after contact. Verification of contact will be logged into the District's office as landowners make contact.
3. If voluntary compliance is not forthcoming, and/or 10 days have passed since the 1st Notice of Noxious Weeds, the Weed District sends a 2nd Notice of Noxious Weeds in the US Mail, containing the same information but with a change in item 3 to read **"If voluntary compliance is not established – a notice of non-compliance will be sent to the person by certified mail"** for both the landowner and Flathead County. The landowner is again given 10 days to respond.
4. Should there still be no response within the next 10 days; another attempt is made by sending the 3rd Notice of Non-Compliance via certified US Mail. The following additions are made to the letter addressed to the landowner:

4. **Upon receiving a notice of non-compliance you have the right to request an administrative hearing as provided by MCA, Section 7-22-2110 within 10 days of this notice.**

Flathead County Weed District's duties are implied in the statements that follow:

5. Since voluntary compliance is not established – this is your notice of noncompliance. RECOMMENDED CONTROL MEASURES ARE HEREIN DESCRIBED:_____
6. If corrective action is not taken and a proposal is not made and accepted or a request for an administrative hearing is not made within the time specified by this notice, the Weed District may enter the person's land and institute appropriate control measures. In such a case, the Weed District shall submit a bill to you itemizing hours of labor, material, and equipment time, together with a penalty not exceeding 50% of the total cost incurred. Labor and equipment will be valued at the current rate paid for commercial management operations in the district. The bill will specify and order a payment due date of 30 days from the date the bill is sent. If the bill is not paid within 30 days, the amount will be assessed against your property as a special tax.
7. If the Weed District is unable to perform the duty in #3 due to personnel and time constraints – we shall enter into an agreement with a commercial applicator to destroy the weeds.
8. If you have requested an administrative hearing we may not institute control measures until the matter is finally resolved, except in case of an emergency. In that case, you are still liable for costs.
9. In addition, it is a criminal offense to allow noxious weeds to propagate or go to seed on your property, and if convicted, you may be fined $100 for the 1st offense and $200 for each subsequent offense.

5. The Flathead County Weed District has taken one more step to incite the landowner to contact the District by posting the property as funds and time allow for educational purposes of both the landowner and those seeing the sign. This sign has been approved by the Flathead County Weed Board and The Flathead County Board of Commissioners and is seen as an enforcement/educational tool.
6. Should a landowner dispute the findings of the Flathead County Weed District, the District shall seek permission from the landowner to enter the land to verify. And if, after a reasonable effort, the Weed District does not gain cooperation from the landowner, the Weed District may enter the land for inspection purposes. The landowner shall be encouraged to participate in the inspection. Should the Weed District's personnel have already made visual inspection prior to the dispute, and evidence is collected in the manner of pictures, it is not necessary to perform this section.
7. A person adversely affected by any notice, action or order of the Board or its representative, may request an administrative hearing before the Weed Board, which may result in the Weed District to not institute control measures until the matter is finally resolved, except in the case of an emergency. (If this is the case, the landowner will still be liable for any costs incurred).
8. If corrective action is not taken, or a plan or proposal is not made and accepted within the time specified in the Notice of Noncompliance, or if the landowner does not request an administrative hearing, the Weed District may enter upon a person's land and institute any appropriate control measure at the expense to the landowner. Upon completion, the Weed District shall submit a bill to the landowner itemizing hours of labor, material, and equipment time, together with a penalty not exceeding 50% of the total cost incurred. Labor and

equipment will be valued at the current rate paid for commercial management operations in the district. The bill will specify and order a payment due date of 30 days from the date the bill is sent. If the bill is not paid within 30 days, the amount will be assessed against your property as a special tax. (Note: the Flathead County Weed District will not use long term residual chemicals during the course of enforcement actions as specified under Montana law. Only herbicides of short duration will be used due to the liability of subdivision activity on private lands in the Flathead. Landowners must realize follow up treatments will be necessary under these conditions).

9. Any person who interferes with the Weed Board, or its authorized agent, in carrying out the provisions of the weed law, or who refuses to obey an order or notice of the Weed Board, is guilty of a misdemeanor. Upon conviction, the landowner shall be fined no more than $100 for the first offense and not less than $200 for each subsequent offense.
10. Enforcement actions performed by the District will be done as expeditiously as possible in noncompliance cases. However, due to manpower limitations, a time lapse between authority to act and actual enforcement action may occur. Mandated services such as rights-of-way weed control must take priority over weed law enforcement.
11. If a proposal or plan is submitted and subsequently rejected by the Board or its representative, the Weed Board or its representative will explain the reasons and make a proposal for

Compliance

A person is considered in compliance when a weed control management plan or proposal is submitted by the landowner/caretaker and if the Weed District accepts the plan or proposal. The landowner shall demonstrate a good faith effort in implementing control measures as soon as is reasonable. Definition of “reasonable” shall consider the time of year that the notice has been sent. If notice has been sent in the months of April, May, June, July, August, September it is reasonable to expect some effort within 30 days of the notice. Should the notice be sent in the month of October, it is reasonable to expect that an effort will be made in the month of May or June. Good faith effort is described in the new standard for acceptable weed management practices that was adopted by the Flathead County Weed Board on November 3, 1997 to prevent token efforts at meeting the weed law:

1. Landowners with 20 acres or less will be required to comply with complete control. (A typical chemical application on 20 acres would be approximately $400).
2. Landowners owning more than 20 acres, if unable to manage complete control, shall be required to maintain weed control on one third of the property (rotational) each year over a three year period. For instance, a typical chemical application on a 160-acre parcel would cost approximately $1,200 per year. NOTE: A 60-acre control/satellite buffer plan shall be implemented.
3. If another option is chosen other than chemical, then the landowner will be required to do the following:
4. Landowners with 20 acres or less choosing to use biological control shall be required to release at least 500 insects – keeping (outer) 2/3 of noxious weed infestation from setting seed by mechanical means, creating a satisfactory (according to the Weed Board’s opinion) buffer plan.
5. Landowners with more than 20 acres will be required to release (at the minimum) 1,000 insects while keeping outer 1/3 of infestation from setting seed by mechanical means.

Appendix L- Survey and Summary of Responses

Flathead County Pathways Survey Questions
1) Do you currently use Flathead County's pathways, including on-street bicycle/pedestrian routes (bike lanes, road shoulders) and/or separate multi-use trails? (yes/no)

2) If you could improve one thing about Flathead County's pathways system, what would it be?

3) Using bicycle and pedestrian pathways developed in the future, where would members of your household most likely go? Please circle no more than three (3).
Parks and recreation areas
Public lands
Municipal downtown areas
Local shopping areas
Work
Schools
Adjacent communities
Other places – please specify below
We'd like new pathways as recreation destinations
We wouldn't use pathways
Other: _____

4) Are you aware of any important and timely opportunities to create new pathways in the county? Please describe.

5) Which new pathways should be developed first? Please list up to three.

Responses from online trails survey
1) Do you currently use Flathead County's pathways, including on-street bicycle/pedestrian routes (bike lanes, road shoulders) and/or separate multi-use trails?
Yes – 87.2%, 109
No - 12.8%, 16
answered question - 125
skipped question - 0

2) If you could improve one thing about Flathead County's pathway system, what would it be? (Detailed responses)
answered question - 114
skipped question - 11

3) Using bicycle and pedestrian pathways developed in the future, where would members of your household most likely go? Please circle no more than three (3).
Parks and recreation areas – 71.5%, 88
Municipal downtown areas – 41.5%, 51
Local shopping areas – 30.9%, 38
Work – 31.7%, 39

Schools – 28.5%, 35
Adjacent Communities – 45.5%, 56
We would like new pathways as recreations destinations – 65.0%, 80
We would not use pathways – 2.4%, 3
Other (please specify) - 12
answered question - 123
skipped question - 2

4) Are you aware of any timely areas to make new off-street pathways in the county, if so where? (Detailed responses)
answered question - 82
skipped question - 43

5) Which new pathways should be developed first? Please list up to three.
answered question - 97
skipped question - 28

Responses from trails component of online parks and recreation survey
1) Do you currently use Flathead County's pathways, including on-street bicycle/pedestrian routes (bike lanes, road shoulders) and/or separate multi-use trails?
Yes - 76.6%, 301
No - 23.4%, 92
answered question - 393
skipped question - 9

2) If you could improve one thing about Flathead County's pathway system, what would it be? (Detailed responses)
answered question - 285
skipped question - 117

3) Using bicycle and pedestrian pathways developed in the future, where would members of your household most likely go? Please circle no more than three (3).
Parks and recreation areas - 71.7%, 279
Municipal downtown areas - 31.6%, 123
Local shopping areas - 19.3%, 75
Work - 20.3%, 79
Schools - 22.4%, 87
Adjacent Communities - 30.6%, 119
We would like new pathways as recreations destinations - 53.2%, 207
We would not use pathways - 7.2%, 28
Other (please specify) - 34
answered question - 389
skipped question - 13

4) Are you aware of any timely areas to make new off-street pathways in the county, if so where? (Detailed responses)
answered question - 139
skipped question - 263

5) This question was not included in the Parks survey.

Responses from Workshops, November 2008
1) Do you currently use Flathead County's pathways, including on-street bicycle/pedestrian routes (bike lanes, road shoulders) and/or separate multi-use trails?
Yes – 28
Not much – 4
No - 1

3) Using bicycle and pedestrian pathways developed in the future, where would members of your household most likely go? Please circle no more than three (3).
Parks and recreation areas – 19
Public Lands - 19
Municipal downtown areas – 11
Local shopping areas – 6
Work – 10
Schools – 6
Adjacent Communities – 14
We would like new pathways as recreations destinations – 11
We would not use pathways – 0
Other places - River corridor trails, equestrian trails, Flathead Lake, water trails

Responses to questions 2, 4 and 5 are combined below
Suggested routes for new pathways
<u>Connecting communities</u>
*Columbia Falls to Whitefish – 10 responses
*Columbia Falls to Kalispell – 9
*Whitefish to Kalispell - 9
*Columbia Falls to Glacier (or part, usually including Badrock Canyon) – 9
*Somers to Kalispell (complete rail trail) – 6
*Somers to Bigfork - 5
*Somers to Lakeside - 3
*Big Fork to Woods Bay - 4
- Columbia Falls through Creston to Bigfork
- North Valley to Kalispell
- Extend rail trail from Kila to Marion

<u>Greenways</u>
- Stillwater River trail from Lawrence Park to west of Whitefish (start with section from the park to Reserve) -2

<u>Recreational trails</u>
- Water trail from Whitefish Lake to Flathead Lake - 2
- Foys to Blacktail, w/community connections (Lakeside, Foys Lake Rd, rail-trail)- 9
- Bigfork area loop trail(s) (Swan River Road, Wild Mile, Hwy 209, Chapman Hill Rd
- Connect to Owen Sowerwine Natural Area - 4

<u>Destination trails</u>
- Circumnavigate Flathead Lake – 3

Connections within communities (refer some to city planners)
- Conrad to Old Steel Bridge
- Connect River Road to the schools and shopping avoiding the hwy bridge
- Red Bridge in Columbia Falls - 3
- A pathway along Hwy 2 from Reserve to K-Mart, for kid safety
- Lakeside/Somers area trails

General suggestions for additions to the pathway system
- Make connections (to communities, existing paths, etc) – 10
- Need more pathways – 10
- Develop pathways in separate rights-of-way – 4
- Routes to school - 2
- Safe bike pathways along highways (intra-community arterials for safety) - 4
- Connect the 3 communities on secondary roads, NOT along 93 or La Salle or 40
- Finish the paths that have been started to gain more support
- Develop more railroad beds as trails
- An increased valley-wide system to develop recreation, tourism and green travel
- Develop recreation destination pathways
- Equestrian trails for transportation
- Dirt trails alongside paved multi-use trails.
- Could look at state lands
- Open a few trails to mountain bikes in GNP and the Bob
- Prioritize routes that serve multiple functions, and serve the most people - 2
- Develop commuting/touring pathways before recreational trails, unless a riverside trail is possible along the Whitefish, Stillwater, and/or Flathead Rivers.
- Include bike lanes, at least, in current road construction plans
- Get plan in place ASAP (it can be refined later) so we qualify for bike trails when federal roads are upgraded.
- Keep this process moving as fast as possible so that a Transportation Master Plan can be adopted so no more highways are built without bike-pedestrian facilities.

Pathway improvements
- 3’ minimum shoulders on all new and rebuilt roads
- Regularly sweep the wide shoulder on Hwy 93 between Kalispell and Whitefish, and sign it as a bikeway to attract commuters from Whitefish Stage Road.
- Use shoulders on hwys 93, 40 and 2 to connect Columbia falls and Whitefish; sign shoulder as ‘bike lane’ and ‘no parking’. No more rumble strips.
- Need painted crossings and signage on roads where bike paths cross; motorists not aware of crossings
- Signage and mileage markers needed on pathways, and readily available maps - 4
- Lighting and foliage in areas where needed for safer night and remote riding.
- Alert/educate drivers to biker presence, and to not use bike lanes as turning lanes - 2
- Create an adopt-a-trail program
- Have the county pay the CTEP match money

Other opportunities
- Bridge over Stillwater River, near college

- Acreage for conversion next to Lake near Adams
- Saddlehorn (Averills) between Bigfork and Woods Bay
- Adventure Cycling Association is pursuing a National Bikeway System. Part of their system comes through the Flathead Valley via Hwy 93 from Eureka to Kalispell then out via Hwy 2 to Glacier Park.
- The Whitefish Trail (formerly A Trail Runs Through It) (Whitefish) - 2
- Fish Trails (Whitefish)
- Connect to municipalities out of the county (Lincoln, Eureka, etc.)
- Consider looking at creating a right-of-way for a light rail system from Somers to Kalispell and points north.

Appendix M - Proposed Trail Network